RAPID TRANSIT.

How the Work on the Elevated Railroad Is Progressing.

FIVE CENT CARS.

Views of the Managers on Night Trains and Speed of Travel.

As the Gibert Elevated Railroad is rapidly aproaching completion, the questions of deepest popuinterest concerning rapid transit-namely, those of the rates of fares, of provisions against overcrowding, of the frequency of trains day and night, &c continue to occupy the public mind. The writer was, therefore, despatched to the office of the Gibert Rail-way, No. 71 Broadway, where the projector of the road, Dr. Gilbert, and other prominent officials, gave some interesting information on these points.

struction of cars, said it had not yet definitely been determined upon. He exhibited the elaborate drawings of the two classes of care to be run-namely, commission or five cent and the saloon or ten cent cars-which appeared in the HERALL of April 23, 1876. In the live cent or commission car the stats are arranged transversely, on the plan of the London Underground Railway, with room for only five on each, but not divided off. This car has the great advantage that sliding doors are placed all along both sides of the car, which can be multaneously opened or closed from the engine, thus affording excellent means of theress and egress The importance of these means cannot be overesti-

HALF-MINUTE STOPS. shall be able to lead and unload your passengers at every station in half a minute—which is the time consumed by the London underground-and with stations at every half mile you cannot have rapid transit unless you can accomplish the stop to half a minute. But this involves a great deal. You must have plenty of doors in the cars, a passenger platform, and engines with suftractive power to get rapidly under The numerous means of ingress and egrees and the long platform enable the road to load d unload passengers rapidly, and the engines with trains, for in getting the train wheer motion and stopping it again not less than 1,200 feet are lost out of the nort, I repeat that if you cannot load and unload your passengers at every station in half a minute you cannot have rapid transit, and hence the great, the vital importance of having the most abundant possible means of egress and ingress in each car." Dr. Gilbert ien showed the drawing of the saloon car, published in the same number of the HERALD, in which the seats are longitudinally placed. In these cars they are par-

titioned off, as pace of eighteen inches being assigned to each seat. There is a goor at the end and in the middle on each side, thus allording less facinity for egress and lagress, but giving the passengers more space for their ton cent fare. "In this country," Dr. Gilbert continued, "people object to ride face to lace as they do on the European roads, and while utilimately they may come to the adoption of the transverse seat arrangement with sliding doors along the side of the ear, which undoubtedly affords the greatest facilities for egress and ingress, this zaloon car was designed to meet the popular tasts of the American public."

Dr. Gilbert was asked whether those designs would probably be adopted by the road, but the projector of the enterprise disclaimed alls knowledge on the point and intimated that if the President, Mr. Pallman, found-better or more attractive designs no (Dr. Gilbert) would only be too happy to see them adopted.

"What provisions are made against the great evil of overcrowding?" was saked.

"What provisions are made against the great evil of overcrowding?" was saked.

"What provisions are made against the great evil of overcrowding?" was saked.

It is never wise to take money from people without rendering them their full equivalent; it is not good policy. If a man paid three cents for the Hearth and only got the advertising supplement, he would not be satisfied, and so, if a passenger pays his fare and has to stand he will naturally be discontented. Now the best provision that we can make against overcrowding is by having a road and equipment enabling us to carry all the passengers that want to ride seated comfortably, and that is what we shall have."

FARES AND NIGHT TRAINS.

"How about the fares?"

"How about the fares!"
"They have already been published in the HERALD. "They have already been published in the Herallo. On the commission cars, which we are required to run from half-past five till half-past seven A. M. and from five till seven P. M., it will be five conts to the Park, one cent per indeed or per fraction of a mile additional above, but not exceeding seven cents to the Harlem River and eight cents to High Bridge. On the saloon or general car it will be ten cents to the Park and two cents additional per mile or per fraction of mile above, but not exceeding fifteen cents to the Harlem River

but not exceeding fifteen cents to the Harlem River and seventeen cents to High Bridge."

"And as to high trains?"

"Of course none of these details will be settled until the road is about to zo into operation, but I have no doubt that they will be run in intervals of not over fifteen minutes. You may rest assured we shall run night trains as frequently as we can get passengers to ride upon them."

ride upon them."

THE CAPACITY OF THE ROAD.

Dr. Gilbert, being exceedingly busy, now excused himself, and a prominent official of the Loan and Improvement Company, which is building the road under a contract, was now sought. This gentleman also declared that nothing definite could be said as yet in relation to the construction of the cars, and he was therefore unable to say whether the sents would be partitioned off with a view to prevent overcrowding; but he maintained that there was no possible chance of overcrowding the cars, as the company would be able to run trains of four cars each every two minutes. The road being run on the block system no train would leave a station until the train at the station shead was signalled to have started. Now, the simple question was, could the distance between two stations—half a mile—be run in one minute and a half, so as to leave half a minute for a stop? It sould with a velouity of only twenty miles per hour, while this official claimed that with their powerful engines this speed, if need be, could be easily increased to thirty miles per hour. The cars were to hold about sixty passengers each, and, taking four dars to each train. 240 passengers could thus be transported every two minutes, or 7,200 per hour. This would exceed the demands of, the busiest hours. Even between five and six the utmost the horse cars could do was to start cars every half minute. These cars contained seats for twenty-two; but suppose forty crowded upon them this would still only make 100 seated and standing passengers against our 240 seated passengers for every two minutes.

"How about the running of the commission or five zero tars?"

"You already know what the law obliges us to do. THE CAPACITY OF THE ROAD.

cent cars?"
"You already know what the law obliges us to do.
We are bound to run these cars from halt-past sive bill
hall-past seven A. M., and from five till seven P. M., but
of course if we find that the class of people who use the
five cent cars ride Juring all hours of the day it will

And in regard to running cars at night ?"

MR. PULLMAN'S ANNETY.

"You can tell n.o. then, nothing reliable in reference to the construction of cars?"

"No; but Mr. Pullman, the president, has this matter in charge, and his mane is a guarantee that the cars will be constructed in a manner to fully satisfy the public. I believe he is especially anxious in delaying those cars to give the people of New York sometaing that may reflect credit upon him and the road."

"has the running time yet been definitely fixed?"
"No; but it will be about twenty-five minutes from
the Battery to the Park—percaps we may be able to
bring it down to twenty. One mas lives at Fortysecond street and aignts at Worth street; another
lives at Fiftieth street and gats out at Broome, and
in this way we calculate that we shall reduce the average time consumed by the business man in getting
from his home to his business to twelve minutes. We
are now trying carnessity to get the road completed
by April 1, but I suppose it may be May I before it
will be in operation. The first section to be opened
will extend from the corner of Church and Merris
street to the Fark."

THE WORK EATILLY PROGRESSING.

The work upon the Gilbert road is being prosecuted
the commandable vigor. The structure, save the
least, rails and painting, its now substantially compicted between Forty-second and Intrivities and
twenty-second and Fitteenth streets. When those
two sections are joined, as they will be in two or
three weeks, an important portion of the road may
be regarded as substantially fusibled, for by that time
the downward work will probably have reached Eigenth
street or Waverley place, thus giving an uninterrupted ins the running time yet been definitely fixed?"

inter point or its vicinity. Then there are also finished the eldest portions of the road in Amity street and South Fifth avenue, built last summer, and the new part in West Broadway. Workmen are still busily engaged on the loundations in Church, New Church and other down townstreets, and on Sixth avenue, near the Park, but all these will, doubtless, be completed within a week or ten days.

A CENTURY OLD.

THE ANNIVERSARY OF A HUNDREDTH BIRTH DAY-"AUNT POLLY" JEROME'S FIVE-SCORE

YEARS OF LIFE. In the somewhat old-fashioned yet, withal, busy city of New London, Conn., lives a woman who, on Friday last, attained the extreme age, as human ages

On the 4th day of January, 1778, Mary Frink was born in the town of New London. There she was married, there she has always hved and there will she be buried when, at the end of a low more months, her eyes, now dim and almost sightless with the mists

of many years, will be closed forever.

When Polly—by that name she is best known, the name of Mary having long ago degenerated into the nickname-was twenty years old she married Antoine Jerome, a Spaniard, who, when but six years o age, was picked up at sea by an American vessel and ought to the port of New London. Their married life covered a period of fity-five years, and was ter minated by the death of the husband at the green old age of seventy-five. By him she bore ten children. Of these four are living-the eldest being over fiftyfive years of age. He followed the sea-for nine year he was in the United States navy—and during his long voyages from home the care and support of the children fell upon Polly, and by "going out at work" among the wealthy lamines of New London she managed to comfortably provide for them. In the care of the sick the was invaluable and her services were always in demand. She is quite proud of having been called to wait upon the "dirst people" of the town, and relates with no little servacity the fact of her having nursed honorables", Senators' and judges' families. Yet at times there is an infinite pathos in the old grand-dame's voice as in a reminiscent way she speaks tenderly of this or that bake she cared for when it came into the vorid, and of its going out therefrom when it had grown to perfected womanhood.

As she advanced in years the souriquet of "Aunt" was applied to Polly, and to this day she bears that title of affection. Aunt Polly is glad to have friends or visitors call upon her. With these she readily and pleasantly converses in quaint, old-lashioned specch. She is so very lame that only by the heip of those of her household can she move about, and her eyes, though bright, are almost useless so far as sight is concerned, yet under these inflictions she bears bravely up, and her piping, 4remulous voice is cheery and kindly.

A REMINIBERENCE OF THE WAR OF 1812.

But once in her lifetime has she been outside the he was in the United States navy-and during his long

But once in her illouine has she been outside the borders of New London. When, during the war of 1812-14, the British ships of war blockaded New London harbor and prevented the fleet of Decatur from putting out to sea, the women and children of the belaquired town were sent beyond its limits for their satety's sake. With them went Polity and her little

She has never ruden in a railroad car or on a steamboat and knows nothing of modern facilities for travel.

AND STILL PURTHER BACK.

Save for occasional and momentary intervals of forgetfulness ner memory would be considered very good. She laintly remembers being carried about in her monter's arms and looking upon the burned and blackoned ruin wrought by Bendict Arnoid when, in Septemoer, 17si, he set lire to the town of New London. At that time sace was not four years old. She has distinct impressions of whatever important events have occurred in the place of her nativity since she was old enough to remember at all, and though—to use her words—she is "not much varsed in book larnin", she is yet very fond of hearing the news of the day read, and the local daily paper is to her a source of real delight.

Annt Polly is a simple, honest soul, who "in her day" has done a deal of hard work, has known little of ease and has borne many a cross and heavy burden. Such is the commonplace history of one whose years exceed in number the years of those who "by reason of much strength reach lour score and ten."

BOGUS GOLD NUGGETS.

LUMPS OF SILVER PLATED WITH GOLD AND SOLD TO JEWELLERS FOR THE PRECIOUS

For some months past the firm of Longman & Sons. gold refiners, at No. 31 John street, has been occasionally purchasing what appeared to be gold nuggets from a stranger who called at their place of business. These nuggets, which in color and weight the usual way were always paid for by the firm at the rate of fifty cents per pennsweight, and in due time sent to their refining factory. The buggets at length aroused suspicion, and a few days agu, a member of the firm, on cutting one of them in twain with a chisely found that it was composed of ninety per cent of silver was so heavily plated as to resist the acid test or even become visible on the ordinary application of a file. Yesterday the cunning rascal called at Longman & Sons' store to sell three nuggets, when the firm caused his arrest by Officer Sweeney, of the First precinct, and secured the bogus laugs. The prisoner gave his name as Franz Newhauser, and said he was a joweller, living at No. 104 Essex street. He was taken to the Tombs Police Court. The accused said that he knew nothing about how the nuggets were made, and that he nad bought them from a man named Meyer, whose whereabouts he was ignorant of. He was remanded until Monday morning for examination. The three frantillent nuggets produced in court yesterday would weigh in the aggregate about an onnee and a quarter. Their intrinse value is not the usual way were always paid for by the firm at the

THE MONEY ORDER SYSTEM.

Order Bureau of the General Post Office during the quarter ended December 31, 1877, shows a large increase in the number of orders issued and paid. A very large percentage of the orders paid at the general office are in favor of the principal publication offices and large dry goods houses. Among the for mer one establishment presented over one thousand mer one establishment presented over one thousand orders for payment during the past week, while among the latter one concern, prior to the holidays, had more than two thousand orders cashed in one week. It is also found that about ten days before Christmasthere is agreat demand for orders payable in Great Britain and Germany. The total transactions of the Money Order Bureau during the past quarter aggregated \$9,520,649 57. Considerably more money is transmitted by money orders to Europe than is received. On the 3d inst. 4,672 domestic orders were presented for payment. This large number were examined, cashed, entered in the books, verified and the c-sn balanced before ave o'clock on that afternoon without a discrepancy in any of the payments.

THE NEW BOARD OF ALDERMEN.

The Board of Aidermen for 1878 will organize at twelve o'clock to-morrow, when they will receive the Mayor's Message and then probably adjourn. It is inderstood that the Executive document will be very

A caucus of the republican members of the Board was held yesterday. A vote was taken for officers with the following result:-President, William H. Gedney; Clerk, John B. Smith; Sergeant-at-Arms, Gus-tave Schneider. A committee on legislation, consist-ing of Aldermon Bigith, Perley and Gedney, was also

The Tammany members of the Board also held a The Tammany members of the Board also held according and arranged for the organization. The different resolutions to be introduced at to-morrow's meeting were also agreed upon. Alderman Sauer will be temporary enarman and Colonei William R. Roberts who be elected permanent Bresident of the Board. Arrangements were also made to divide the patronage of the Common Council between the thirteen democrats who took part in the caucus.

MUNICIPAL NOTES.

Collector of Assessments Gilon has received \$37,703 73 during the past week. The receipts for Croton water rents during the same period amounted

Guiseppe Baccicalipo, of Palermo, to Miss Louisa Larracco, Naples; Emil P. Regnier, of Paris, to Miss Elise Gameltort, of Munich, Bavaria; Eugenio Isidori, of Milan, Italy, to Maria Carbona. The Mayor denies the report that he has decided upon his nominations for Posice and Excise Commis-

INSURANCE AGENT ARRESTED.

Walter Dickson, a well known resident of Paterson, N. J., was yesterday arrested in that city on a charge of embezzling a large sum of money from the Pru dential Insurance Company, of which he was an agent The complaint was made by Allan Lee Bassett, President of the company. Mr. Dickson alleges that the company owet him over \$50 for wages and he retained use collections ustil the company would pay him. He was bailed for trial,

AN INCORRIGIBLE SCAPEGRACE.

Mrs. Katherine Call, who lives at No. 74 Henry street, took the witness stand in the Court of Special Sessions yesterday and testifled that her son Joseph, a youth

CITIES OF THE DEAD.

The Silent Population of Greenwood and Calvary.

MONUMENTS OF . LOVE.

Resting Places Where the Rich and Poor Are Equal.

INROADS OF THE CITIES OF THE LIVING.

In the two great cometeries of Greenwood and Calvary are now interred the remains of over lation of a very considerable city-one that would Union and greater by several thousands than the com-bined populations of New York and Brooklyn, in 1842, interments. When Calvary was opened, in August, 1848, the total population of the two cities named was 575,000. In less than thirty years the legions of its dead have multiplied to the astonishing figure of 218,000, while Greenwood after a period of thirty-five years shows an interment roll of 189,000. Calvary, starting over hix years later, has outstripped Greenhind in the years to come. In 1876 the number of interments in Greenwood was 5,758, lation of New York and Brooklyn is now about 1,000,000. Allowing an average of 25,000 interments during the hext twenty-three years, it will be seen mingled with the dust of these two cities of the dead. What a host to come forth and respond to he sumthe case of Calvary is about sixty per cent of the whole; in that of Greenwood about torty. It will be pelled to close its gates on the dead, for Calvary holds a large untouched area of territory in reserve and accommodate ten generations of any one tamily. In the citie of the dead there is much of the same pride, pomp and exclusiveness to be found as mark the cities must have, for the same purpose, his full city lot with a stone or marble column above him as big as Cleopatra's cupy a much smaller space in the cemetery than they do on the avenue, and one square mile will suffice to thousand could find room for among the living. Green wood will long be roomy enough for the dead of

DIFFERENCE BETWEEN THE CEMETERIES. The two cemeteries differ essentially in appearance and management. Greenwood has all the attractions of a park-hill and dale, old and growing timber. walks and drives, plants and flowers, lakes and running water, rustic cottages and entrance gates of m or less pretension to beauty of architeture. It is many money derived from interments is applied to any other use than the improving and beautifying of the cemetery grounds, the result being that to-day no place of similar purpose here or elsewhere can come near it in the perfection or its trained and highly emtrees and herbage of its many splen did monuments and the supervision of all Calvary has certainly fewer natural advantages than Greenwood and a far less wealthy class of people the other, it might still be rendered in point of cultivated natural beauty a place of greater attractiveness land and its monuments on the high ground stand out with fine effect, but it has nothing like the umbrageous shade of Greenwood, the winding and circling drives and ramples that cheat the visitor into the belief that he is in some grand demesne in place of in a cemetery. In Calvary the tombstones and graves jostle each, in parts, uncomfortably close, while in Greenwood the extent of elbow room enjoyed by ever body is one of its most refreshing attractions. To the dead, who are post any sentiment in the matter, of course it is all arise that this crowding of their relatives in the grave intringes on or wipes out their identity.

in the respective cemeteries on monuments, Cal-Greenwood. Great as the sum must be that the latter cost to lay out it would be difficult to make anything like an accurate estimate of the vast amount which has been expended by individual proprietors on the

the many thousand lots sold.

COST OF GRAVES AND LOTS.

A single grave in Greenwood Cemetery, including the expense of opening and closing, may be purchased tor \$25. In Calvary the same costs \$17. Lots in the former range from \$400 to \$1,000, according to location; in the latter what are termed plots embracing not less than sixteen graves, range from \$500 unward. so that while a single grave is cheaper at Calvary a lot or plot, the terms being similar, is not to be had on as low terms as at Greenwood. This is easily accountd for on the score that Greenwood has about

on as low terms as at Greenwood. This is easily accounted for on the score that Greenwood has about three handered acres more land enclosed than the other and consequently can afford to be more about the other and consequently can afford to be more about the other and consequently can afford to be more about the other and consequently can afford to be more about the pressure yearly on the space of Calvary compleis the management to economize in the interests of their best and largest class of patrons, the poor, who are content to be sucked away at \$10 a head. Calvary has more charity than Greenwood, and reserves a portion of its grounds for the friendless pauper who is there committed to his mother earth free of charge. The size of a lot is 14 by 27 feet, containing 378 superficial feet. In Greenwood no wooden enclosures or elettered boards designating graves are allowed, inough quite common and inside to look picturesque in the cemetery of Fere LaChanse, in Paris.

The regulations governing Greenwood are in minute detail and very strict. One in particular merits commendation, that "no officer or agent of the cemetery shall be interested directly or indirectly in any business connected with the building of vaults, the practical and content of the cemetery and tho pianting and cultivation of trees, sarubs and flowers, nor shall they recommend the employment of any particular person or persons engaged in such business." Willows, Roden, poplar and aliantinus trees and box edging or nedge are no longer alioned to oppinate any where is the cometery owing to the rapid way they grow and spread. Planted in such fertule sool as Greenwood and shooting up with axurance they soon formed a dearge, dark mass of verdure, cutting off the view of everything deyond and below them. Their lower branches stretching lar out annost in contact with the prund soon are across paths and roads, leaving no remedy but the axe. The result is that a wholesale decimation of these members of the pine lamily has taken place, and now Greenwood lo

ment to the memory of Felix Ingoldsby, an honored merchant of New York—the main column of the obelisk is composed of one block twenty-two leaf in length; the Lynch and Devin monuments, the latter of Italian marble, thirty feet high, surmounted by a life size giver representing Fails.

Any Angle of the Percenting Fails, surmounted by a life size giver representing Fails.

Any Angle of the Percenting Fails, surmounted by a life size giver representing Fails.

Any Angle of the Percenting Fails, surmounted by a life size giver representing Fails.

Any Angle of the Percenting Fails, surmounted by a life size of the status of the Cinna, though a status of the Canal, of no not table the canal is seen in progress—the survey, the excavation and the teams—and on the other the canals in full operation. The bustling scene around the boats and the dock is happily contrained with the log group of Indians, who seem to be looking on in andness at the enterprise before which they and their bark canoes were soon to fade away. The montament to Miss Charlotte Canaa, though eclipsed of lair years by still more ambitious and magnificent structures, will always continue to be an object of altrection. Time and the elements inverse desired of lair years by still more ambitious and magnificent structures, will always continue to be an object of altrection. The and the structures will always continue to be an object of altrection. The angle of the proposed of the proposed and sadily romantic history. Her fails the beauty of the design remains the same. The tenant by the tomb hada sadly romantic history. Her failed the tomb hada sadly romantic history. Her fails the beauty of the design remains the same. The tenant by the tomb hada sadly romantic history. Her fails the beauty of the design remains when he are structures, was, singular to say, conceived and skuetched by Miss Canda horsel, and meaning the structures of the respect of the form of the structures of the response of the proposed structures, was, singular to say, conceived and s

of the epitaph run as lollows:
So vanishes that meteor fair,
The morning cloud in empty air;
So flits on vapory wing away
The diamond dewdrop from the spray;
So faice, so fails, the opening rose,
snapped timelessly before it blows;
So sinks from sight eve's golden star,
Lost in the watery depths after—
yet still does the oright planets burn;
Not hopeless is our thar-otte's ura,
in food's own morn her orb will rise
Once more a Star of Paradise.

The statue of Captain Correls, representing that ianness old salt on the deck of his ship taking an observation of the sun at meridian, has always attracted attention. When alive he came often to see it, and would inten with the greatest complacency to the remarks passed upon it by wondering attangers. An humble tombstone, transplanted from the old Dutch Rebringed Charlet on Brooklys Heights, bears the name of Edward Noseily, "Master of His Majesty's ship Rhinoceras." He died in 1734. On Locast avenue is the singular monument of "une abcelet sisters," Sarah W. Garias, aged 117 years, and Enzabeth Carina, aged 100 years. The firemen's monament is a conspicuous landmark in Greenwood. It occupies a very line site, and consists of a pyramidal column of marble reting on a massive pedestal of the same material, with a granite base below. The figure of a firenan on the summit is well executed. One arm surrounds and supports a child just rescued from the fiames, which stin pursue at His right hand holds a trumpet, the attitude being spirited and the general effect good. Upon four of the pilasters of the pedestal and upon its upper surface appear various representations, in relied or in full, of implements and articles appertanting to the fireman's calling—the away and a monument, which the curious invariation amound and a monument, which the curious invariation were larged to the carriest structures in the connect y was a mound and a monument, which the curious invariation and cap, the hose and hydrant and the hook and ladder. One of the carriest structures in the connecty was a mound and a monument, which the curious invariation were larged to the Sacs and lowas. Before reaching New York she was married to a young lowarchie. Here they attracted much notice. Great attentions were larged and each money of Do-num-mee, an indiangit nop and death soon closed new bright and brief carrier in a delegation of Sacs and lowas. Before reaching New York was was married to a young low action. Here they are also and the continuation

placed in the envelope. The handwriting of both notes was alike and was different from that on the cuvelopes. It is so cramped as to be hardly legible,

note was affected as a sumed as to be hardly legible, and looks like an assumed hand. The two letters arrived by the hat mail on the day mentioned. The envelopes were not alike, one being a waite stamped envelope, the other of a blush that and bearing an alhesive three-cent stamp. Both were directed in the same handwriting—not a very clerkly one—to "Pine & Hillyer, West Now Brighton, Staten Island." They were postmarked Jersey City, December 20. In such were found times one hundred dolar bliss. Four of these bils were national bank currency, the other two United States Treasury notes.

The members of the firm are utterly unable to account for the remittance except on the theory that it is consistence money sent by a cierk who may have defrauded them. They remember no dispaid debt of anything like the amount. They say that seven years ago their olerks had every chance of stealing money from them, as all employes had free access to the money frawer. It appears that the writer of these notes was not sure as to the amount, which would not be the case with a debtor, but looks more like the case of a clerk who took small sums at various times and could only guess at their total. The firm has deposited the money in bank, and are ready to relund it should its remittance prove to be an error or the get of a lundar, and are ready to relund it should its remittance prove to be an error or the get of a lundar, and an error or the get of a lundar, and are ready to relund it should its remittance prove to be an error

INSANE MAN MISSING.

John McDermott, an insane man, was reported missing yesterday, by the police of the Twenty-fifth precinct. He is described as being about forty years, old, nve feet seven makes in height and wearing dark ciothes and no shoes.

step in advance among the mountains is gained only by hard combing and great fafigue. I have already described the march of General Rauch's column to outflank the enemy at the Praves Pass. This history of wonderful pluck and endurance is repeated on a less important scale almost every day. Heights are climbed, ravines are crossed and dense lorests penetrated by the troops reason, to be the impregnable natural bulwarks of their chosen positions. They left these points unsians have found there just the footbolds needed to

It is not strange that an army with so little mobility as the Turkish should find itself puzzled to deal with an energetic, active, bostile force, even where it fights on its own ground and leisurely chooses its definitive positions. The odds are very much against the side which has insufficient and cumbrous transport, and

grapple with the enemy or to threaten him out of his

stope, and the first factor attack was repulsed.

VICTORY DENIED THEM.

Again and again they assaulted with the same desperation. The cannon were worked so quickly that he out of the six became heated and unserviceable, and there was no wafer for the sponges. The anxious spectators on the opposite crests, unable to render assistance, believed the day was lost when the not canonade tumbled down to sulion reports from a single gan, and the lines threw themselves against the very bayoness of the defenders of the ridge with the cry of "Allan!" "Allan!" and the impetatour rush; but every time they came up they soon broke and retreated, falling by hundreds, while they were running back down the stope, and leaving at the close of the day, when they repeated the attempt to break the Russian lines, the mountain literally black with dead and wounded. The Turks had a force variously estimated at from ten to twenty tabors. Prisoners report that 1,300 men were hors de combad, including one pacha and two colonels. Count Schouwaloff held his line with two battalions of the Moskoviky regiment aird a small detanament of the tiraliteurs of Hor Majesty the Empress. The Russian loss was about three hundred. The attack was renewed again in the moraing, but reinforcements had come up to the Russians, and the assault was not kept up long. Since that time both lines have intrenched, and are not over live hundred paces apart, conversation and the noise of men working being distinctly audible across the interval.

**The situation here is at the date of writing as I have doscribed. Alf forward movements have stopped, and it is known that they are in force in the mountains where. I believe the cause of the check in the advance may be tracea, not so much to the fact that the Turks have very good positions and defend them with energy and skill, but to the probable hesitation on the part of the generals to use the gain as they would like. The great redoubt was once eccupied, and could have been carried by assault at any well-chosen bour duri

movement, it is presumable that General Gourko has not complete freedom of action, but is entrusted with the chosen troops on the condition that he confines the losses to the lowest possible percentage.

The earth in this region is not so soft and rich as that in the vicinity of Plevine, and the rain does not so quickly make the roads impassable. The road is in good condition. Orchanie was the market town of this region. There was the Kaimakan, and this was the centro of trade and local government. It counted, perhaps, 15,000 inhabitants, and has a great many large and commoditions public buildings. Between the Turks and the Russians it has fired body, a large number of houses having been burned by both parties. The great bazaar is now descried, and empty shops with proken windows and shattered doors show where a short time ago business was conducted. There are many Buigarian inhabitants now in the town, and refugees are refurning every day. Provisions of all sorts are in abundance, and at Vracest, close by, there are large stores of captured Turkish clothing and rations—enough to feed and clothe thousands of the natives through the winter months.

TURKEY'S DESPERATE PLIGHT.

PROBABILITY OF ENGLAND SEIZING CRETE-ANOTHER MEDITERRANEAN ARSENAL-NEW THERESH PLAN OF DEFENCE.

[From the Pall Mall Gazotte, Dec. 22.] A significant little piece of news is published by the Times in the shape of a telegram from Athens this morning. It I am assured," says the writer, "by one in a position to know that many Cretan chiefs, dissatisfied with the cautious policy of the Greek gov-erument, have adopted as their programme free-dom under the protection of England." It is obvious that if such a disposition exists is obvious that if such a disposition exists the fact may become of high importance in any rearrangement of Eastern affairs. The possession of Crete as a naval station in the Mediterranean would be invaluable to any maritime power, and especially to one which was interested in the protection of the Sucz Canal. The harborage of the island is excellent, and its natural fertility is so great that even under Turkish administration and a system of light taxes bosely collected it returns a large revenue. The Mussulman population have a horror of Greek rule, and it appears from the statement that we have quoted above that the Christian chiefs have no greater desire to be annexed to the Hellevic Kingdom. On the other hand, a despatch, transmitted yesterday by Reduce's Agency from Athons, says:—"The Christian inhabitants of Crete are electing assemblies, which will appear military enoids. The Porte, following the advice of Mr. Layard, has sent a commissioner to the isla, dto offer guaranteer for the execution of reforms. The insurgents, however, demand annexation to Greece. The inhabitants of Rethyme have find a meeting, at which a resolution was passed favoring the independence of Candia."

The state of the control of the cont

daybreak unth midnight; the day was intensely hot, the country traversed was mountainous and difficult, and yet not a man was left beaund. When marching from place to place the Montenegrins never follow the roads, but move straight across country. Although heavily laden, the men easily climb the sicebest rocks, or descend the most orccipious slopes. Besides their weapons they carry invariably a "toroa" and a "struka." Their arms consist usually of a rifle, a cuttass ama a revolver or brace of pistols. The "torba," or bread us, contains generally an enormous loaf of bread biscut, a flask and a reserve of cartridges. The ammunition for immediate use, as well as money and any other small articles, are carried in the beit. The "struka" is a large, heavy pland, which serves as a cloak, a rug or a covering. When it rains, and the army is halted, the soluter wraps up his beat in his "struka" rolls it round his body, puts his gata in his leather case and lies down and sleeps, heedless of the weather.

GERMANY'S BELGIAN OUTPOSTS.

[From the Pall Mail Gazette.] "The Belgian correspondent of the Deutsche Heeres-Zeitung states that the project for the defence of the Netne and Ruppel, of which mention was made in the speech from the throne at the opening of the Legislative Chamber, comprises two forts-one near Waelthe road from Brussels to Antwerp; the other near Lier, and on the road from that place to Diest. These two works will be exactly altke, each covering about thirty bectares of ground and provided with all the latest improvements in permanent fortifications. The details of their armament have not yet been finally settled, but in every other respect the plans of the works are completed. The cost of each fort, including the money to be paid for the ground on which it is to stand, will, it is estimated, amount to 1,500,000f, and as soon as the votes have passed the Chamber the work of constructing them will be immediately begun. The correspondent of the German paper adds that military men in Belgium regard with pleasure this determination to complise without loss of time the decleaces of their country; but they would be still more pleased if the government would also turn its attention to placing the Belgian army on such a footing as would enable to a dequately garrison and vigorously delend all these fortifications. the road from Brussels to Antwerp; the other near